London Bridge Opens

The HL09 blockade is a truly monumental stage for the London Bridge Re-Development project, delivering the following:

- Opening two thirds of the new street level concourse
- St Thomas Street opened to pedestrians
- The new ticket office was opened
- Platforms 7, 8 and 9 opened for the Charing cross stopping service
- Terminus concourse extended to bring escalators, stairs and lifts down to the street level concourse into operation
- Temporary pedestrian routes through the Western arcade and up Stainer Street opened
- Stage 3 worksite established
- Joiner Street Bridge 54 waterproof

After circa 4 years of endeavour by the project team, the public will be, for the first time, exposed to the colossal new street level concourse. Over the August bank holiday weekend two thirds of the Southern concourse has been entered into service and it looks fantastic. The concourse will be fully opened at Christmas 2017 and be larger than the pitch at Wembley Stadium.

Leading into HL09
The weeks leading up the handover of the concourse have been very intensive for everyone involved. With the introduction of walking routes for the Network Rail and TOC staff and the transition from a construction site to a fully operational train station it has been a challenge to make sure that adequate segregation between the works and staff have been robust at all times. However with the use of the daily co-ordination meetings and excellent support from the station interface and management team the project has navigated its way safely through this difficult period. In addition, the detailed planning and co-ordination of the works with Railway systems took place to ensure that we could establish our Stage 3 worksite following the recovery of the existing tracks 1, 2 and 3.

During HL09
The opening over the August bank holiday weekend was phased to provide the station staff with an opportunity to become familiar with the station in a live environment before the arrival of large numbers of commuters at peak hours starting on the Tuesday.

- On the Sunday morning the concourse opened along with the stairs and escalators to the Terminus platforms

Pictured: Some of the team who have worked very hard to ensure that the opening of the Southern concourse, platforms 7, 8 and 9 and extended terminus concourse is a success. The photograph above was taken in the Wedge Void just days before opening.

Article by
Mark Howard, Project Director, Costain
and David Higginson, Blockade Co-ordinator, Network Rail

Continued on page 6
As the Bermondsey Dive Under structures near their completion, Project Manager Greg Thornett reflects on its construction…

The Bermondsey Dive Under (BDU) is a 12km concrete box structure with approaches allowing 4 lines (Southwark Riverside, Down & Up Kent Fast and Down Sussex Slow) to dive into and 2 Thameslink lines (Down & Up Southwark) to fly over, the top providing the "grade separation" for trains from the south to get to the east of the site, through London Bridge Station and on to Blackfriars with inner crossings. This structure is a key element in providing Thameslink’s goal of 10 trains per hour (24 tph) in each direction through the “Central Corridor” (Blackfriars, Farringdon & St. Pancras).

The BDU would not have been possible without the精细化 of an existing 12km long Royal Airforce Access Point (RAP) adjacent to Bolina Road (known as RAP2) built by the BDU Project team in the nine months leading up to the BDU construction.

Skanska and Network Rail investigations established that the primary cause of the accident was that the temporary stairway on the south side was not correctly positioned. Pile heads had been placed in Mick’s hi-vi trousers, which were then ignited by a spark produced by cutting the steel. Despite the quick thinking of the on-site team, the accident caused serious injuries to Mick Kelly, a long-time member of the Skanska workforce, suffered serious burns whilst using a petrol driven saw to cut the pile reinforcement at RAP2. The part of the RAP2 that was damaged was replaced using the RAP2 existing piles, which were all cut to length using a petrol-driven cutting machine.

With RAP2 successfully built in time for Rail Systems to use RAP2 in their “Low Level Stage” in May 2013, BDU works moved to the east of the site, with demolition of the old Southwark Park Station (closed in 1915) were uncovered. This was followed by the construction of the eastern approach ramp which was completed just before Christmas 2014 and that will eventually carry on to the Southwark Riverside viaduct. Before the Christmas break, the team of 2015 arrived at the Charing Cross and 2 Thamesline bridge deck over the East London Viaduct which was lifted in 3 sections using a 500 tonne crane during Easter 2014. This was followed by the construction of the eastern approach ramp which was completed just before Christmas 2014 and that will eventually carry on to the Southwark Riverside viaduct.

At the time of writing, the final touches were being made to all structural elements carrying the Limehouse Diversion and the Up Kent Fast lines, ready for hand over by Rail Systems on the milestone date of 31st August 2016. After hand over, Rail Systems will install ballast, track panels, signalling equipment and track and commission ready for the Limehouse Diversion to be operational in January 2017. Structures carrying the other lines will be handed over by the end of this year and the BDU Project will be complete by the end of 2016.

The BDU Project will be complete by the end of 2016 and will allow the construction of Southwark Riverside Viaduct and Up Kent Fast lines to be handed over to Rail Systems by the end of 2016.

The Bermondsey Dive Under Contract...
Raising Awareness of Prostate Cancer at London Bridge

Custain's London Bridge Station Redevelopment (LBSR) worked with the nation's leading men's health organisation Prostate Cancer UK to raise awareness among workers of a cancer that affects one in eight men in the UK.

Linda Byran, Community & Security Manager, Anal Nett, Project Skills Co-ordinator, and the site's two occupational nurses; the campaign included the distribution of over 1,000 life-saving “Know your Prostate” leaflets available. Following the campaign some operations have been identified with potential symptoms and recommended to see their doctor.

Sukhi Dale, Corporate Partnerships Manager at Prostate Cancer UK said: “With awareness of prostate cancer very low, and in men at risk, awareness is key to saving lives. Thanks to the fantastic Custain team at London Bridge, hundreds of men on site now know their risk and are taking action before it’s too late.”

Two highlights of the month long campaign were shocked to find out that 83% of occupational nurses have had several requests for voting for us and raising over £6,800 through the close call scheme to help improve standards of health and safety on its projects.

It will also ensure temporary works are given more attention during the Works Package Planning (WPP) stage, which should improve accuracy and specificity of WPP when evaluating and planning the need for temporary works.

The researchers also warned that driving under the influence of drugs or alcohol.

Drivers make more than twice as many mistakes when they are just slightly dehydrated, according to new research from the Institute for Sport, Exercise and Nutrition. Exercising Professor of Sport and Exercise Nutrition, who led the study at Loughborough University said:

The study revealed that drivers who had lost just 2% of their body liquid were more than twice as likely to die in a car crash, and more than twice as likely to be involved in a collision with another vehicle. Those who were dehydrated also made mistakes that were more likely to be fatal or result in serious injury. Dehydration was also linked to poor decision-making, impaired concentration, and impaired short-term memory. Research has shown that dehydration can affect drivers' ability to drive safely, especially if they are over the legal limit for alcohol.

Safer driving tips:

1. **Wear your seatbelt**

   - Always keep your seatbelt buckled up when you are travelling,
   - This is the single most important thing you can do to protect yourself and your passengers in case of an accident.

2. **Plan your journey in advance**

   - Know the route you will be taking, including any construction or roadwork that may affect your journey.
   - Plan for delays and allow extra time for your journey.

3. **Only drive when you are fully rested and alert**

   - Avoid driving when you feel tired or drowsy, especially after a long day of work or after a night shift.

4. **Challenge your speed**

   - Drive at a safe speed for the conditions, including weather, traffic, and road conditions.

5. **Make sure YOU are properly hydrated**

   - Before you drive, make sure you are well-hydrated, and consider taking breaks to drink water if you are driving for a long time.

6. **Never drive while under the influence of drugs or alcohol**

   - Alcohol and other drugs can significantly impair your ability to drive safely.

7. **Always obey the speed limit and wear a seatbelt**

   - Obey the speed limit and wear your seatbelt at all times.

8. **Never use a hand-held or hands-free device while driving**

   - Avoid using electronic devices while driving, as they can distract you from the road and increase your risk of an accident.

9. **Drive defensively**

   - Be aware of other drivers and the road conditions, and anticipate potential hazards.

10. **Never drive if you are feeling unwell**

    - If you are feeling unwell, take a break or find a safe place to stop and rest before continuing your journey.

11. **Never drive if you have had too much to drink**

    - If you have had too much to drink, don’t drive. Find a designated driver, take public transport, or call a cab.

12. **Always obey the Highway Code**

    - Make sure you are familiar with the Highway Code and obey all traffic rules.

13. **Always be alert and focused on the road**

    - Avoid using your mobile phone, eating, or engaging in any other distractions while driving.

14. **Always check your vehicle**

    - Before you drive, check your vehicle for any problems such as tire pressure, brakes, and lights.

15. **Always be aware of your surroundings**

    - Be aware of your surroundings and any potential hazards on the road.

16. **Always be prepared for the unexpected**

    - Be prepared for the unexpected, such as sudden stops or changes in traffic conditions.

17. **Always be patient and courteous**

    - Be patient and courteous to other drivers and road users.

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Continued from page 1  

• On Monday the full concourse opened along with platforms 13 and 19 and all the associated staircases, lifts and escalators.

• On Tuesday morning the temporary pedestrian routes through the Western arcade and along Stainer Street opened.

During this time the level of activity continued to be very intense with large numbers of interfacing trades working in an ever decreasing area. The contractors were excellent and they ensured that there were no issues for working at height, banking MEPs and IPF. The use of POWRA (Point of Work Risk Assessment) was encouraged for our supervisors to capture these interfaces and the minor unplanned activities that inevitably arise during a major possession.

After the opening of the concourse, while ALCO carried out operations in the track environment, everyone watched and hoped that the first morning peak using the new station layout would be a success. One of the challenges was controlling the pedestrian exit route out to Tooley Street. With lots of commuters crossing the busy road, our traffic marshalls had to have their wits about them but they managed the situation admirably. Overall the station and it’s teams held up well to the morning peak.

Stage 2  

On the other side of the hoarding the Stage 3 worksite is ready to progress the final third of the concourse. These railway systems have recovered the track layout as part of the works and the Stage 3 team had established the track level, demolition can commence in earnest.

Following the opening of the concourse and the temporary routes our site is a very different place with a reduced floor plan of 75%. This means more of our workforces can only be accessed during non-peak station hours and when the live system services such as fire alarms, PPA (Public Address), Video Monitors and CCTV must be repositioned at all times during station hours. Therefore, far more controls is now required to ensure that the works are carried out safely and we don’t unwittingly set off a fire alarm by dust to not affect the new concourse.

The plan shows the blue top area. These are operational areas that now require a permit to enter to ensure that the appropriate control measures are in place for workers to be carried out safely without operational risk. For lots of the teams, it’s going to take a little getting used to as the areas that are now part of the station have been construction sites for a number of years. It is essential that we understand quickly that these areas no longer belong to us and we can only enter them.

Railway Systems Support  

The NGC Railway Team supported the Stage 3 teams by ensuring that the track and signalling systems delivered earlier in the year were operating correctly. The platforms were brought into operation use which means that staging routes could be safely discontinued. Notices were successfully run in all areas out of the functional event on 28th August.

Because of changes to the traction supply system, ‘system proving’ to live test the new configuration was carried out on Tuesday 9th, before the head back of the parameters on 14th at 0900 on Block Holiday Monday.

14 trains, 17 NRV’s 1 tamper, 600 people ~ 40 sites of work – not including the stations – Safety – Front and Centre

All plant had to be safely out – removed during the possession. With the Charing Cross lines being handed back 4-days before the Cannon Street lines, the train and plant movements were heavily restricted. New Line Open! constraints had to be considered, and the requirements of a large vehicle load (LVL) potential. Siemens tested the new signalling installations and transformed signal control to Three Bridges. This resulted in complex train plans being developed which, if not followed would lock the access to and from the site of work.

40 Sites of Work  

The integration of the 40 sites of work needed to include tasks to be carried out by the Maintenance, Works Delivery Unit, Network Rail, Brown Rall, Amey, McVickers, Dyer and Butler, SRS and track profiling. Working all these stakeholders into the plan, on that the works could be carried out safely, economically and efficiently, took considerable time and effort. This process started last August, a year before the blockade to ensure that the Thameslink works could be successfully delivered along with the other tasks. It formal workshops and dozens of informal fringe sessions brought this programme together into a final deliverable format.

Signalling

One of the key deliverables during the blockade was the reconfiguration of the Cannon Street area to Three Bridges Main Operating Centre (MOC). The signalling at Cannon Street stopped being controlled from London Bridge or O300 on Saturday morning, and the migration was completed and tested by 2000 on Thursday 1st September. During this time, Siemens had testing and commissioning staff on site and at the MOC throughout this period both commissioned the reconfigured area and the modified track layout out to the Up and Down Cannon Street lines.

Personal Commitment to Safety

Safety delivery is an integral part of our reviews, and one of the delegates provided a personal commitment to safety.

Some examples:

Brian Duff – North East

‘Ensuring that all staff are aware of the site Induction and effectively training staff on site.’

Jen Adair – MG2 – ‘I will ensure that all the worksite staff are fully trained before we start work, identifying changes that affect the workforce they are carrying out, identifying any new hazards and risks that require assessing and highlighting current, that can be implemented before starting the work.’

What are the benefits of Point of Work Risk Assessments?

• They reduce the chance of accidents or incidents.

• Works can continue as the risks and controls.

• A POWRA helps improve communication between the operatives working together.

• Helps communicating across the different work groups working in the same area.

Findings from accident and incident investigations, across all of Greater London’s bus services, highlight an issue that some of the face problems have been caused by POWRAs that had been conducted following changes in the work environment.

How are POWRAs distributed around the site?

• Prepared through the supply chain

• Supervisors inductees when they have been introduced to the POWRA and briefed when they are expected to complete them

• All operatives outside the site induction

How are the Point of Work risk assessments reviewed on site?

POWRAs are reviewed during site inspections. During the SQA and delivery team will talk to supervisors about the assessments and the circumstances that occurred which resulted in the need for an assessment.

Once POWRA books are completed they are submitted to the SHE team for review and validation, many lessons learned can be highlighted and shared to all other areas.

Work is now being undertaken to enable the content of POWRA to be analysed so that common occurring lessons requiring POWRA can be identified. This will allow for better planning of tasks through risk identification and control measures.

Point of Work Risk Assessments (POWRA)  

Why do we do Point of Work Risk Assessments?

This process for the POWRA is to help the supervisor to engage in discussions with the operative involved before they start work, identifying changes that after their works they are carrying out and identifying all the hazards and risks that require assessing and highlighting current, that can be implemented before starting the work.

The concourse just before opening

The concourse during the first peak.

The blue boundary separates the operational concourse from the Stage 3 worksite.
Bridgeway – Driving for Improvements!

Case Study

Operating a Mobile Device

Driver using an eBay mobile app while doing 50 mph on a dual carriageway

Anthony Tompkins was on a delivery trip when he was seen to exceed the speed limit by 20 mph. He was wearing his seatbelt and using a mobile device from an eBay store while driving.

Bridgeway Fleet and Training Teams delivering the safe driving module On Line Risk Assessment

An online driving risk assessment is completed as part of their company induction which provides a measurement of the drivers risk awareness. Following the online assessment, training is provided to staff that have been graded as 'High Risk'.

The additional driver training is delivered by the Bridgeway Fleet and Training teams following their recent attendance at an intensive ROSPA Driver Training course, which will allow them to access other Bridgeway drivers. They are trained on the principles of defensive driving and how human elements, such as age, attitude, stress, and tiredness can affect driver behaviour.

Safe Driving Module

Between 2015 and 2016, there have been 42 road worker fatalities in the UK rail industry as a result of work related road driving. Bridgeway takes driving very seriously, and has identified it as an area of high risk to our staff and it is acknowledged as one of the riskiest areas we undertake every day. Bridgeway currently owns over 1200 company vehicles of which over 1000 are used on the Thame Parkway route - where we are called to help keep busy Bridgeway staff safe! Well, we have developed a safe driving module for all new staff that is completed before they drive a company vehicle. This driving module contains information regarding Bridgeway’s company policies, what to expect of them representing the company and guidance on driving safely in all weather, at all times of the day.

Driving Communications

All Bridgeway staff have also received the following booklets:

Drivers and highlights of the Safest Bridgeway Drivers and their achievements.

Driver’s Machine Interface

Class 700

In the early hours of 20th July 2016, the Thameslink Programme achieved another milestone, running the new Siemens Class 700 train through central London using European Train Control System (ETCS) Level 2 in-cab signalling.

The trains ran from Blackfriars to Elephant and Castle under in-cab signalling, switching over to conventional signalling and back again for the final leg, before returning north to St Pancras in ETCS. This marked the start of a comprehensive sixteen month testing campaign, progressively proving the integrity between the trackside and trainborne components of the ETCS and Automatic Train Operation (ATO) systems.

From 2016 the facility to operate 24/7 in parallel between St Pancras and Blackfriars stations. In-cab signalling is required to ensure train operators can be driven automatically between these stations, under driver supervision, in order to deliver the required train throughput.

Over the last year Network Rail has used its in-cab signalling infrastructure through central London using our Class 363 test train and has been undertaking tests with GTR and Siemens using the Class 700 train at the ETCS National Integration Facility, and has used the Class 700 to test the ILE through Canal Tunnel. This weekend was however the first time front level ETCS operation was undertaken with the ‘real train on real track’.

Paul Bates, Project Director for Network Rail said: “The fact that the trains ran late into the night is a testament to the level of collaboration and teamwork carried out by all four Network Rail teams during the tests and the hard work put in by the design and test teams over the duration of the project. The success is also due in no small part to the integrated and collaborative approach taken by GTR, Siemens Rail Automation, Siemens Trains and Network Rail to work together to achieve collective success.”

Ongoing testing will continue in September, with the first trials of the Automatic Train Operation system between St Pancras and Blackfriars.

Bridgeway – Driving for Improvements!

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Ongoing testing will continue in September, with the first trials of the Automatic Train Operation system between St Pancras and Blackfriars.
Don't Be Left In The Dark

Stay safe when the nights start to draw in when the clocks go back...

British summer time ends on Sunday 29th October at 2 am

As the evenings get darker early and there are shorter periods of daylight, there is a potential for accidents to happen. With a little planning, and common sense, these accidents can be avoided.

Areas of potential change for the workforce and staff to consider:

- Access points & walking routes
- Positions of safety
- Positions of lights (potential to overheat and cause fire)
- The work area (should be well lit to avoid slip, trip and fall hazards)
- Task lighting (avoid causing shadows)
- Lower angle of the sun (will cause problems to machines/plant operators)
- Lights on all vehicles (followed regularly to ensure vehicles are visible at all times)
- Impact/disturbance to local residents
- Reflections of lights on train signals or positioning of lighting columns (no obstruction of signals)
- Additional reflective PPE

It is vital that all take personal responsibility for reporting any risks or hazards related to site or office lighting. See it, Fix it, Report it: Be vigilant and stay safe!

The St Katharine's Renovation Project

Volunteers from across the Thameslink Programme rolled up their sleeves from the 25th to 29th July 2016 to assist in the creation of a youth club and community garden at St Katharine’s Church, Bermondsey. This project was overseen by the Bermondsey Dive Under team, as part of our Sustainability Strategy to engage with the community and to leave a positive legacy to the area we work in.

In total, 40 Network Rail volunteers from across the Thameslink Programme took part in the project. The Network Rail team worked alongside fellow volunteers from Skanska, Mace, Kairos Community Trust, local community members, and the church reverend Father Egerton Gbonda.

Critical considerations of the safety of all volunteers was required. Numerous site visits and meetings with church leaders were held in the months leading up to the volunteer week. The youth club works, and a work package plan and three task briefings were developed. The youth club team held a number of visits and meetings with church leaders, as the church newsletter published after the volunteer week noted the high health and safety standards employed.

"They showed concern for everyone."

"This scheme both health and safety issues at the site. Whether you are a Network Rail staff or a church member or just a member in the community; they are willing to teach you how you can avoid accidents."

Feedback from the volunteers themselves identified that although there are several important improvements to the efficiency of the project, the most important one was ensuring a safe working environment. The Social Media team will review lessons learnt in the project to be passed onto the team from London Bridge before they start the next week, and full feedback of the week to follow.

A Close Call was raised relating to the health and wellbeing of a team working on the EA08 Site on the hottest day of the year recorded so far. As the temperatures reached 34 degrees the Supervisor assessed the situation and, although water was available, decided that due to the heat it was unsafe and asked the team to start work.

This shows good leadership skills and a duty of care for staff working on our sites. Our thanks go to Sean Doherty of Balfour Beatty, you have taken our number one Close Call spot this month.

Looking After Our Volunteers: The St Katharine’s Refurbishment Project

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Young and Eager

Wisdom comes with age, I’m sure many of us felt invincible when we were teenagers and can recount many a story where we had a lucky near miss.

My friends son Jack was just the same, but last year on July 13 he was totally injured and died aged just 18, when he was crushed by a piece of farm machinery in Australia.

Jack had just finished college and started his first job, he was using a rock picker out on a farm when it broke down. He had sent for a new part but in the meantime attempted to fix the machine himself. He just didn’t want to lose time and get the job done.

Jack’s mother Sarah said he had never envisaged anything like this or that it would happen. “I thought he knew everything from the Agricultural School, but Jack being Jack, he was forced to do a lot which was beyond, only for this occasion a part fell and crushed him.”

Jack’s death has had a huge impact on his family and friends, it’s touched everyone of us.

When leaves are all, it’s better family and friends back in England hard as well, many of us have gone through this as well, many of us have gone through this as well, many of us have gone through this. It hit her family and friends back in England hard as well. We were not only raising this issue but also for showing support for Sarah’s request going to Prostate Cancer Research.

It’s been a long journey for the UK. Let’s not forget the hard work and dedication of all our Prostate Cancer Researchers.

The song ‘Until We Meet Again’ is available on:

soundcloud.com/dave-williams-644990805/untill-we-meet-again

Stars in our eyes: ‘Making Safety Personal’ at BBR

A Close Call was raised relating to the health and wellbeing of a team working on the EA08 Site on the hottest day of the year recorded so far. As the temperatures reached 34 degrees the Supervisor assessed the situation and, although water was available, decided that due to the heat it was unsafe and asked the team to start work.

This shows good leadership skills and a duty of care for staff working on our sites. Our thanks go to Sean Doherty of Balfour Beatty, you have taken our number one Close Call spot this month.

When working on the County End of London Bridge platform RA1 it was agreed that work was not to be carried out by an RRK; this could have led to not being injured or causing the accident.

Mr Salhukinder Singh of P&K reported the issue to the safety team so lessons could be learned to ensure this type of incident did not happen again.

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Register Site for this issue

ISSUE 18 SEPTEMBER/OCTOBER 2016
Juice it Up!

So in the last issue of Hi-Viz I highlighted the importance of keeping hydrated. However, many people don’t like the taste of water, and so juicing fruits and vegetables seems like a good alternative.

Juicing

It seems that every other person has invested in a NutriBullet blender or similar. Machines like this keep the pulp left in the juice too as the fibre plays a part in how you control your blood sugar. Of course, if you blend any fruit or veg you are able to strictly a juicer as it doesn’t strip out all the fibre from the fruit and vegetables for meals, so you will need a juicer to invest in. I am a firm Ninja blender and see if you enjoy it then whizzing up juices in your kitchen whilst the juice will give you nutrients, it’s more useful to have a blender or similar. Machines like this keep the pulp left in the juice too as the fibre plays a part in how you control your blood sugar. Of course, if you blend any fruit or veg you are able to

What type of Juicer should I buy?

There are many different types of juicer on the market and choosing one can be expensive. What I usually recommend is to start with a roto blade juicer in your kitchen and see if you enjoy it then look at options on which juicer to invest in. I am a fan of a blender advocate. The Ninja is not strictly a juicer as it doesn’t strip out all the fibre from the fruit and vegetables, blending it instead into the drink.

How to prepare

Always try to select good quality fruits and vegetables wherever possible to avoid exposure to herbicides and pesticides. I like to wash my produce in a water and apple cider vinegar solution to help strip off any unwanted bacteria and chemicals before juicing. You can also peel vegetables. This is particularly important if they are covered in wax. Root vegetables such as carrots or beetroot should have the above-ground ends removed.

What’s the best approach

Best is to chunk up a blended drink with flax seed, or protein powder and dilute the flavour of the greens. A high-yield ingredient last to flush out all the fibre from the fruit and vegetables, so you will need a juicer to invest in. I am a firm Ninja blender and see if you enjoy it then whizzing up juices in your kitchen and place them between two harder, juicer ingredients (cucumber or apple) and dilute the flavour of the greens.

Healthy benefits too:

- Maximises nutrients by breaking down cell walls and releasing them to the digestive system. This is especially helpful to those with compromised digestion.
- Preserves nutrients levels which are sensitive to processing and are dramatically reduced by other methods of preparation such as cooking.
- Makes meeting your daily requirements of 6-8 portions of fruit and vegetables easy.

10 tips for successful juicing

1. If your juicer has a pulp bin, line it with a bag before you start for easy cleaning.
2. Drink your juice as soon as possible after it is made to maximise nutrient content. If you make a double batch, it can be stored in the fridge in an airtight container for 24-48 hours – filling to the top it can help to prevent oxygen getting in and depleting the nutrient content.
3. Remember – vegetable juices are the healthy option (fruit juice is mostly fructose) – but include some fruit for taste (e.g., apple).
4. A basic formula for juice should include:
   - one to two root vegetables (carrots, beets, turnips, parsnips)
   - at least one leafy green vegetable (kale, spinach, lettuce, chard, angula, mustard greens, beet greens, dandelion, sorrel, broccoli)
   - one watery, high-yield vegetable or fruit (cucumber, celery, Romaine lettuce, fennel, tomatoes, melons) to add liquid and dilute the flavour of the greens.
   - herbs (basil, parsley, cilantro, mint) for added nutrition and flavour
   - spices (ginger – or chilli if you dare!)
   - lemon or lime
   - one fruit for taste (apple, melon, citrus fruit, stone fruit, berries)
5. Consider adding back some of the fibre that is filtered out by the juicer to help make the juice more filling.
6. Juicing can add to the overall daily nutrient intake, but should not replace eating fruit and vegetables as only the whole food contains the fibre to fill you up and support digestion.
7. Juices contain calories too – if you are trying to lose weight, juices will contribute towards your daily food intake.
8. Juicers take large quantities of vegetables and turn them into small amounts of juice and so you will need vegetables for meals, so you will need a juicer to invest in. I am a firm Ninja blender and see if you enjoy it then whizzing up juices in your kitchen and place them between two harder, juicer ingredients (cucumber or apple) and dilute the flavour of the greens.
9. If you buy organic, most fruit can be juiced with the skin on – exceptions which should be peeled are kiwis, any waxed produce and citrus fruit (the skin changes the flavour).
10. Some ideas to maximise the yield from your ingredients:
    - tightly pack (roll) leafy greens and herbs before feeding them through the juicer and place them between two harder, juicer ingredients (cucumber or apple)
    - use a slower speed for leafy greens and herbs and other softer ingredients
    - juice a high-yield ingredient last to flush everything else through the juicer before you finish.